

Minnesota Transportation Museum

MINNEGAZETTE

Spring 1992







Official Publication of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

P.O. BOX 1796, Pioneer Station
St. Paul, MN 55101-1796

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CIRCULATION

The *Minnegazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$5 per year charge.

SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to acquire, preserve, restore and operate historic Minnesota public transportation artifacts. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Stillwater & St. Paul Railroad in Stillwater and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

| | | | |
|------------|-------|---------|--------|
| Individual | \$ 25 | Family | \$ 30 |
| Sustaining | \$ 50 | Sponsor | \$ 100 |

Public Information
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Member Information Line
(612) 228-9412

MUSEUM OFFICERS

| | |
|--------------------|---------------|
| Chairman | John Diers |
| Vice-Chairman | Art Nettis |
| Secretary | Aaron Isaacs |
| Treasurer | Louis Hoffman |
| Director | Tom Mega |
| Directors at Large | Art Pew |
| | Ross Hammond |
| | Tom Kolar |
| | Leo Meloche |

THANK YOU FOR YOUR GENEROSITY

To Tom Neuhaus for donating two fire extinguishers to the Minnehaha Depot.

To Howard Babcock, for donating a streetcar boat upper deck bench.

To the Wilson family for their donation to the Railroad Fund in honor of their late son Timmy.

To David Norman for his donation to the Jackson Street Fund.

To Marilyn Burt Bullion for her donations to the Railroad and Traction Funds.

To Victor Wenzel for his donation of a boiler for the Steamboat Minnehaha.

To the Hubert W. White Company for their donation of display cases to the Steamboat project.

To Margaret Ptak for donating a caboose stove.

TREASURE HUNT

We'd like to hear from anyone who can donate any of the following:

- Old railroad books, magazines and collectables for sale at railroad flea markets.

- Tuneups for MTM's various automotive equipment.

- Any streetcar boat hardware or furnishings.

- Tarps or plastic sheeting to cover the rolling stock at the arsenal.

- A laser printer for the Editor.

- Sandblasting of railroad equipment.

- Engine oil, batteries and coolant for our diesels.

- Sheet metal and plywood for the PCC restoration.

- Plants and shrubs to landscape the Linden Hills depot.

Contact the Editor or any Board member if you can help.

MTM TURNS 30

In 1962 the Minnesota Transportation Museum Committee was formed to rescue streetcar #1300 from its eight-year limbo on a Milwaukee Road spur in Hopkins. The committee was incorporated in 1965 and the rest is history. Charter member Bob Bowes recently passed on an October 1963 membership list. Of the 65 persons on it, the following remain members to this day: Ray Bensen Sr., Bob Bowes, Bill Cordes, Blair Dollery, Wendell Gilkerson, Jim Harrison, George Isaacs, Clark Johnson, Ron Middlestaedt, Dave Norman, Bill Olsen, Byron Olsen, Russ Olsen, Herb Pinski, Norm Podas, Ray Reardon, Frank and Judy Sandberg, John Stein, and John Winter. The next time you see one of these fine folks, thank them for 30 years of faithful support.

CORRECTIONS

Contrary to what was reported in the Winter 1992 issue, the PCC did not move to the MTC in January, nor did TCRT car #1496 move to Long Lake or the long-awaited issue of Locomotive & Railway Preservation appear. Having finally learned his lesson, the Editor has decided to swear off predicting the future in print.

Louis Hoffman caught a mistake in the caption of the night shot on page 32. The streetcars are indeed on the newly built street we now call Constitution. The abandoned Wabasha Street is in the foreground.

BIO OF CGW BUILDER PUBLISHED

Alpheus Beede Stickney was the St. Paul resident who built the Chicago Great Western. His life is chronicled in a new paperback book by his great grandson, John L. Relf. Copies can be ordered by sending \$10 to Relf at 13 Overlook Road, Dellwood, MN 55110.

MEMBERSHIP MEETING NOTICE

The next membership meeting will be held at the Como-Harriet car barn on Tuesday April 28th at 7PM.

Front Cover: This photo is a companion to the two that appeared in the Winter 1991 issue. It shows the Minnetonka, formerly the Hopkins, at Excelsior in 1936. Incidentally, this is the second boat to grace a Minnegazette cover. The first was the Delta Queen in 1973. Dr. Stuart Lane Arey photo.

Inside Front Cover: In a way that could never have been intended, this surreal 1950 scene symbolizes the death of the streetcar at the hands of the automobile. And the Twilight Zone address of the Lincoln showroom? 1300. Ooohh. Norton & Peel photo. Minnesota Historical Society collection.

CHAIRMAN'S COLUMN

-John Diers

Goodbye Stillwater?

Included with this month's column is the full text of a letter which was sent to Stillwater Mayor Wally Abrahamson. It's old news. By the time this Minnegazette reaches you, the announcement will be history and so will the Stillwater & St. Paul Railroad, at least for the 1992 operating season.

Suspending operations was a tough decision for me and for members of the Board, but it was an inevitable decision given the provisions of the Washington County ordinance. To do otherwise would have been irresponsible and would have risked the financial well being of the Museum. There was simply no way that the railroad could earn sufficient revenue with the trip restrictions imposed by the ordinance.

Some members will ask why the Board did not vote to take further legal action or why it did not decide to run in defiance of the ordinance. The answer is that legal action is expensive and uncertain. The Museum has no money. Furthermore, even though this Board feels the ordinance is unjust, it must still respect the law. We disagree with it, but it is there and, given all existing circumstances, we must either comply or close down. Since compliance would be financially ruinous, the Board chose to suspend operations for 1992.

Stillwater's future is unknown, but bleak. The City is proposing annexation of unincorporated property between Countryside and the existing City limits. This would close the present gap along Browns Creek and Oak Glen golf course allowing the Museum to run its trains as far as Countryside without coming under the ordinance's regulations. Unfortunately, this process will take some time and may be disputed. It will not be completed in time for the 1992 season.

The long term issues are more difficult. Washington County is one

of the fastest growing regions in the metropolitan area. In just one year some twenty new homes sprouted along our right of way near Oak Glen alone. Most of the remaining farmland is about to be subdivided. It is uncertain when development, even without the ordinance, would choke off our operations.

We have tried to create the experience of mid century, branch line, passenger railroading. That experience will be a tough sell once the scenery is a landscape of decks, barbecues, and crabgrass.

The Museum has friends in Stillwater and will work with the City on future projects. It will also re-evaluate its decision on operations prior to the 1993 season. However, whether #328 whistles for the crossing at McKusick Avenue in future years is a question whose answer rests outside the control of this Board and the Museum.

Feb. 23, 1992

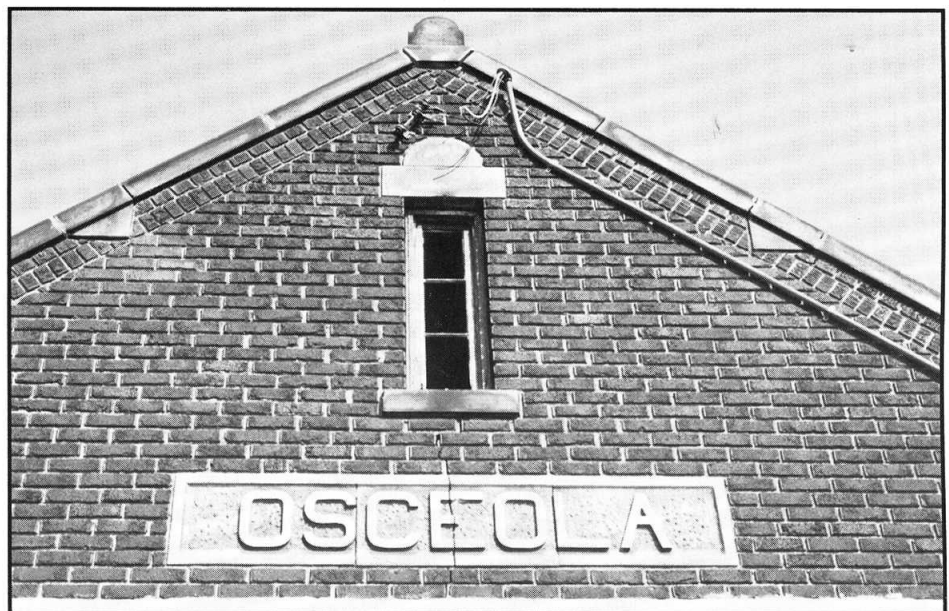
Dear Mayor Abrahamson:

At its February meeting, the Board of Directors of the Minnesota Transportation Museum took up the question of the operation of the Stillwater & St. Paul RR for the 1992 season. The occasion for this discussion was the recently passed Washington County ordinance and the consequences of that ordinance for the future operation of the railroad. My

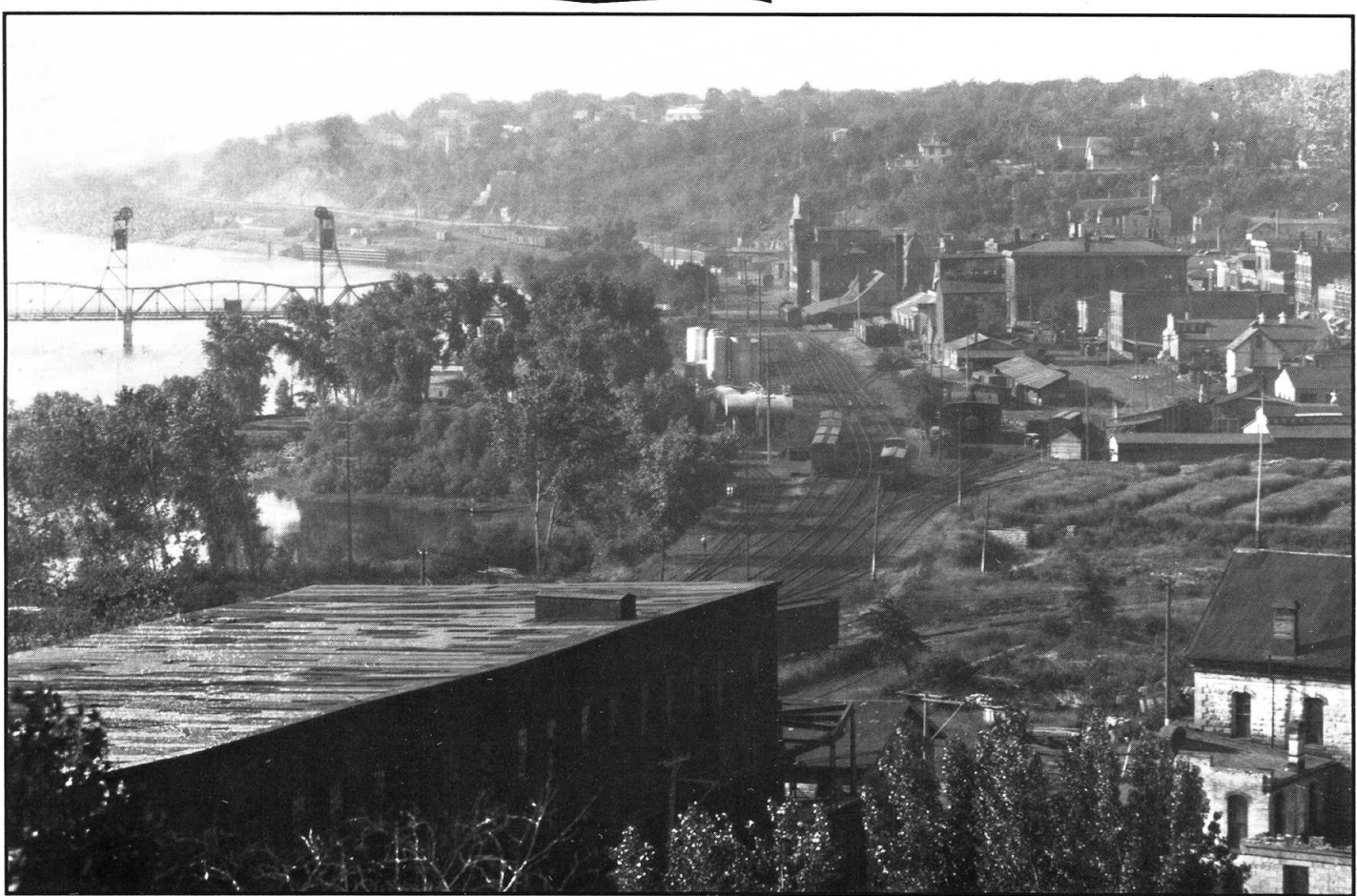
purpose in writing is to share that discussion with you and the decision of our Board, recognizing that the City of Stillwater has been a good friend to the Museum and the wish on the part of the Board to continue that friendship.

The Museum is a non-profit organization. It relies on the generosity of friends, the energy of its members and the support of visitors. Last year some 50,000 people came to the Lake Harriet Trolley and another 19,000 to the Stillwater & St. Paul RR. These visitors provide the primary revenue source for our operations. Without this revenue, we cannot maintain and upgrade our track and equipment, or invest in future improvements. Our track, when given to us by the Burlington Northern RR, was in an advanced state of deferred maintenance. Since then, the Museum has invested almost \$300,000 in improvements. Moreover, these expenditures would likely have to continue for the next several years to fully restore the line. Because of this heavy investment and the under-capitalization of the railroad, the Museum lost money at Stillwater for the last three years. In 1991 this situation was made worse by the need to retain legal counsel to defend our right to continue operation.

It was these factors, plus the ordinance, which occupied the Board's deliberations. The question was, given the ordinance and its restrictions, could the railroad generate enough revenue to cover expenses and continue operation?



Detail of the Osceola Depot. John Diers photo.



The Winter 1992 Minnegazette ran a picture of the current Stillwater yard from the bluff by the old prison. Here is the same angle taken on June 1, 1936 by John Runk. A switcher pokes its nose out of the NP enginehouse and the Omaha "Scoot" to Hudson sits at the Union Depot. Minnesota Historical Society collection.

Furthermore, given the attitude of our opponents and that of Washington County, were there any assurances that more restrictions did not await the railroad in the future?

The Board determined that the answer to both questions was no and voted, therefore, to suspend all scheduled operations for the 1992 season, with the exception that it would honor requests from Andersen Window Co. for its employee picnic and would attempt a limited operation within the Stillwater city limits for Lumberjack Days.

The Board deeply regrets the need for this decision and is saddened that the railroad will not be a part of Stillwater in 1992. We hope that you, the Council, and the city staff understand that our determination was made in the face of a hopeless economic situation.

We thank you for your support in the past and hope we can work with you in the future.

Sincerely,

John W. Diers, Chairman

Hello Osceola?

Last November the Osceola, Wisconsin Historical Society inquired if the MTM would consider running some trips out of Osceola on a regular basis.

Osceola has hosted a past MTM operation, in conjunction with the Wheels and Wings celebration, plus a few NRHS outings from the Twin Cities.

The Osceola Historical Society has been negotiating with the Wisconsin Central to purchase and develop the passenger depot as a museum and community center. Adding excursion trains seemed the next logical step.

When they approached MTM, the Washington County ordinance had just become law, future operations at Stillwater were in doubt, and the Board was looking at its options. Initial meetings with Osceola representatives were promising. A special MTM committee was organized to work with the Osceola group. I chaired it, and its members included Art Pew, Nick

Modders, Ross Hammond, Louis Hoffman, Art Nettis, Marvin Mahre, Morten Jorgensen, and Marcia Diers.

At this writing, and several months later, there is good reason for optimism. Osceola is about to purchase the depot and an operations proposal has been put before the Wisconsin Central. If all goes well MTM trains may roll in the St. Croix Valley this summer. A special issue of the Microgazette will carry future developments. Watch for them.

BOARD OF DIRECTORS

December 1991

-Authorized the Chairman to negotiate an agreement with North Star Rail to rent space at Jackson Street for the restoration and storage of Milwaukee Road 4-8-4 #261 and other rail equipment,

subject to final Board approval.

-Authorized legal counsel to request withdrawal of MTM's ICC certificate.

-Authorized the Chairman to form a committee to explore railroad operations at Osceola, WI.

January 1992

There was no official meeting for lack of a quorum.

February 1992

-Elected 1992 officers

-Ratified the Chairman's nominations of Art Pew, Ross Hammond, Tom Kolar, and Leo Meloche to serve as Directors at Large.

-Accepted \$300 cash plus hats, shirts and a mailing list as a settlement for the remaining balance owed by the Victorian Express.

-Suspended 1992 operations at Stillwater (see Railroad Report and the last Microgazette for details)

-Approved a lifetime membership for the Wilson family, to recognize their memorial donation in the memory of their late son Timmy.

TRACTION REPORT

-Louis Hoffman

Linden Hills Fair Service

On May 16 and 17, for the third straight year, MTM will be part of the Linden Hills Fair. This year will feature two cars on the first shift, plus both of MTM's TCRT buses until 4:30 PM.

Once again, half of the bus insurance cost will be paid by the Linden Hills Neighborhood Assn. and the Linden Hills Business Council. Thanks to them for their generosity, and to member Mike Miller, who is active in both groups, for making the arrangements.

This year's bus operation will be managed by Fred "Tree" Beamish, long-distance from Madison, WI. Thanks to member Dick Loeffler of MTC for the route and "no parking" signage, to John Diers for getting the buses, and to MTC Maintenance Manager John Schneider and the South Garage maintenance staff for keeping them in such good shape.

#1300's Truck Work

In late 1991, the repainted and refurbished #1300 was returned to service. It was anticipated that we would now have a heated car for the fall. It was not to be. One of the operating crews detected the odor of hot insulation in the vicinity of #2 motor on the front truck, so the car was returned to the barn.

It was jacked up, and the front truck was disconnected and rolled from under the car. The commutator of #2 motor was blackened by carbon deposits indicating arcing. The cause was an inoperative spring on one of the brush holders. The brush rig was removed and repaired and the commutator cleaned and polished. Additional electrical tests were conducted to assure the motor was okay.

With the truck out in the open we found that a large bolt that connected the brake hanger to the truck frame was missing. It was Lowell Wood to the

rescue. He turned out a replacement bolt from two inch hex stock and two matching nuts.

The Wednesday night crew of Walt Strobel, George Wold, Roy Harvey, Duane Hassig, John Prestholdt, Larry Schreiber and Ray Bowlan cleaned all the grease and accumulated dirt from the motors, frame and wheels. They also removed, inspected and replaced the brake shoes. #1300 should be ready to roll out this spring.

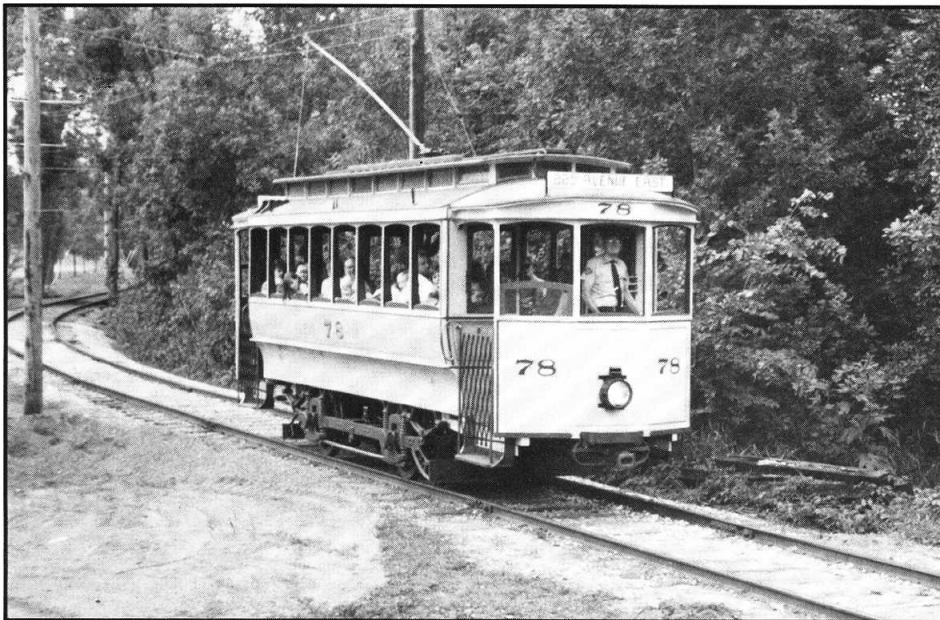
Stove Located for #78

#78 originally had a small square stove in the middle of the car's east side (as it sits on the track today). It was designed to be removed each summer, making space for one additional passenger seat. The car has been restored with a removable single seat.

After several years of searching, a suitable stove has finally been located.



#78 meets #265 on Oct. 10, 1991 during the TRAIN tour. Louis Hoffman photo.



The Como-Harriet line has always been hard to photograph because the cars face north, with their front ends in shadow. #78, being double ended, does not have that problem. A whole series of new photo angles are now available. John Prestholdt took this from atop the dumpster near the archery range.

It is fully restored, and is for sale for \$2500. This is a reasonable price, and a purchase is expected soon.

1992 Regular Season Opens May 22

The 22nd Como-Harriet season will open Friday May 22. Fall weekend service will run through Sunday November 1. The hours of service, fares and charter rates will remain the same as last year.

Open House on June 3rd

The 3rd Annual CHSL Open House will be held on Wednesday, June 3rd from 4:30 to 8:30 PM. Not having a new depot or a freshly restored streetcar to unveil, we'll concentrate on staging a big show. For the first time ever, all three streetcars will be in operation. Don't miss it. Refreshments will be served.

Charter Operations Changes

Ione Gordon, a fixture as charter crew caller for many years, will return to that role in 1992. She replaces Jean Villardson, who did a superb job in 1991. To ease the burden on Ione and the small group of charter foremen and operators, charters will be restricted to certain days and times.

Charters accounted for nearly ten percent of traction revenue last

year. While these restrictions may result in some lost business, they will go a long way toward preventing volunteer burnout, allowing us to keep going with the skeleton volunteer staff we have.

Once again, Pat Harvey will manage the administrative and financial end of the charter business. Thanks to Pat, Jean and Ione for all their hard work.

If you are free during the day and are a qualified motorman, contact

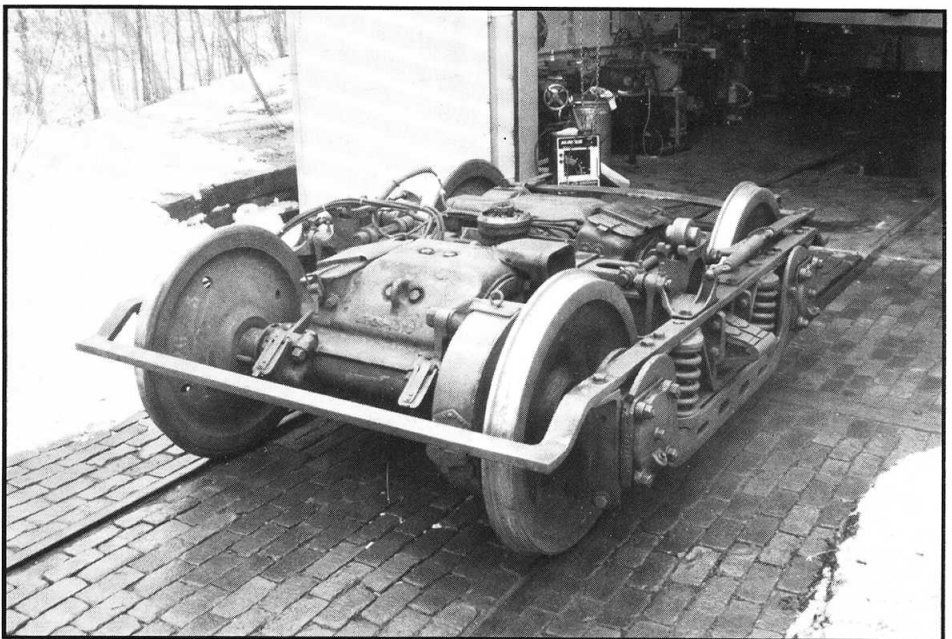
Superintendent Al Jensen at 421-2906 to volunteer. We desperately need more of you.

Streetcars in the News

The Traction Division's publicity machine continues to crank out results. The November/December issue of Electric Lines magazine featured an article entitled "Upper Midwest Odyssey", in which Andrew D. Young surveys nine streetcar operations in Iowa and Minnesota. To quote Young, "Como-Harriet is one of the best-kept, best looking and well manicured of all North America's trolley museums...with the added feature of being wholly authentic."

A color photo of #78 at Lake Calhoun, taken by George Isaacs, appeared in a recent issue of The New Electric Railway Journal. Bell Real Estate produced a large postcard with a drawing of #78. It was mailed to many homes in southwest Minneapolis. Thanks to motorman trainee Mike Miller of Bell for getting the word out.

Finally, the inside of #78 the subject of the Christmas card sent by Anthony's Furniture Restoration at 46th and Bryant. Anthony's did the car's upholstery. Thanks to owner Tony Scahill for the fine work and for the publicity.



#1300's front truck, removed for repairs. Bill Olsen photo.

MTM WORKS THE FLEA MARKETS

MTM had a table at the January 25 Woodbury flea market. Staffed by Louis Hoffman, Art Nettis and John Kennedy, we took in over \$200. We were also at the April 18 market held at the National Sports Center in Blaine.

MTM had an impressive display at the Northtown model railroad show on February 8 and 9. Thanks to Karl Jones, who organized it, and Al Jensen, Blair Dollery, Hilmar Wagner, Loren Martin, Jean Villardson, Mike Buck, Larry Ludford and John Kennedy who staffed it.

The museum peddles streetcar, railroad and steamboat souvenir items, Minnegazettes, and a wide variety of used railroad books, magazines and collectibles donated by members. Items are priced to sell quickly. If you have any railroad "stuff" that you don't want or need, consider giving it to MTM. It's tax deductible and we can turn it into cash for a good cause.

If you want to help staff the table or have items to donate, call Aaron Isaacs at 929-7066 or Louis Hoffman at 729-0442.

RAILROAD REPORT

Stillwater Operations Suspended

Well, it has finally happened. MTM won't run in Stillwater this year, at least not as we've known it the last four years.

It may be unnecessary to recount how we got to this point, but here it is again for the record. First a group of residents at Summit complained to the Stillwater Township board, demanding that we be shut down. There were numerous meetings and the township agreed they probably couldn't shut us down under the zoning ordinance. We negotiated an agreement that restricted hours of operation, moved maintenance and equipment storage out of Summit, and caused a screen fence to be erected at Summit.

All was quiet for about a year. Then the same group surfaced again, along with more from Grant



In the Fall 1991 issue the Editor stated his fondness for pictures with accidental trains and trolleys in the background. John DeWitt responded with this marvelous bit of idyllic Americana. Does anyone know where it might be? The car seems to be sitting on a wye. Send in your guesses.

Township. This time they went to the county. The county attorney wrote a legal opinion that spelled the beginning of the end, by declaring the railroad an "illegal use" within a residential district. He decided that although the railroad was here before the zoning ordinance, the land used "changed" when MTM took over, and the railroad's right to operate was no longer grandfathered. Unless the S&StP could be shown to enjoy ICC protection as a common carrier, it was subject to the zoning ordinance.

Since then MTM has had one setback after another. First we tried to stop the ordinance from being adopted by mounting a campaign of political pressure.

That failed, so we applied to the ICC

for common carrier status, and got it. Wouldn't you know that a court would pick that same month to redefine the ICC's scope of power. The result was a reversal of the ICC decision to protect the Napa Valley Wine Train from state control. The value of MTM's certificate was called into question.

Recently annexation has surfaced as a possibility. Unfortunately, the legal process is long and involved. It requires approval by a state board, and gives a voice to all adjacent property owners. The City has told MTM it would annex only the Brown's Creek and Oak Glen area. This would effectively cut the railroad back to Countryside siding.



The Halloween snowstorm brought out MTM's two front loaders to do some digging and plowing around Jackson Street. Benn Coifman photo.

Even if the annexation succeeds, it may not be effective until at least 1993. The railroad would be considerably shortened, and would be without a storage yard.

Victorian Express in the Red

Despite the upbeat story in the last Minnegazette, the Victorian Express probably won't return next year. The 1990 train had turned a profit. Ridership fell short of expectations and the Winona County Historical Society suffered a substantial loss. A society official blamed the cold weather and the fact that Rochester is a much smaller market than the Twin Cities. Its proximity to Winona may have also hurt. The short turn trips were sold out, but not the all-day long trips. MTM was paid about 95% of what was due. The Board agreed to accept leftover T-shirts, engineer hats, color photos and a mailing list in lieu of the final \$600.

I KNEW HER WHEN

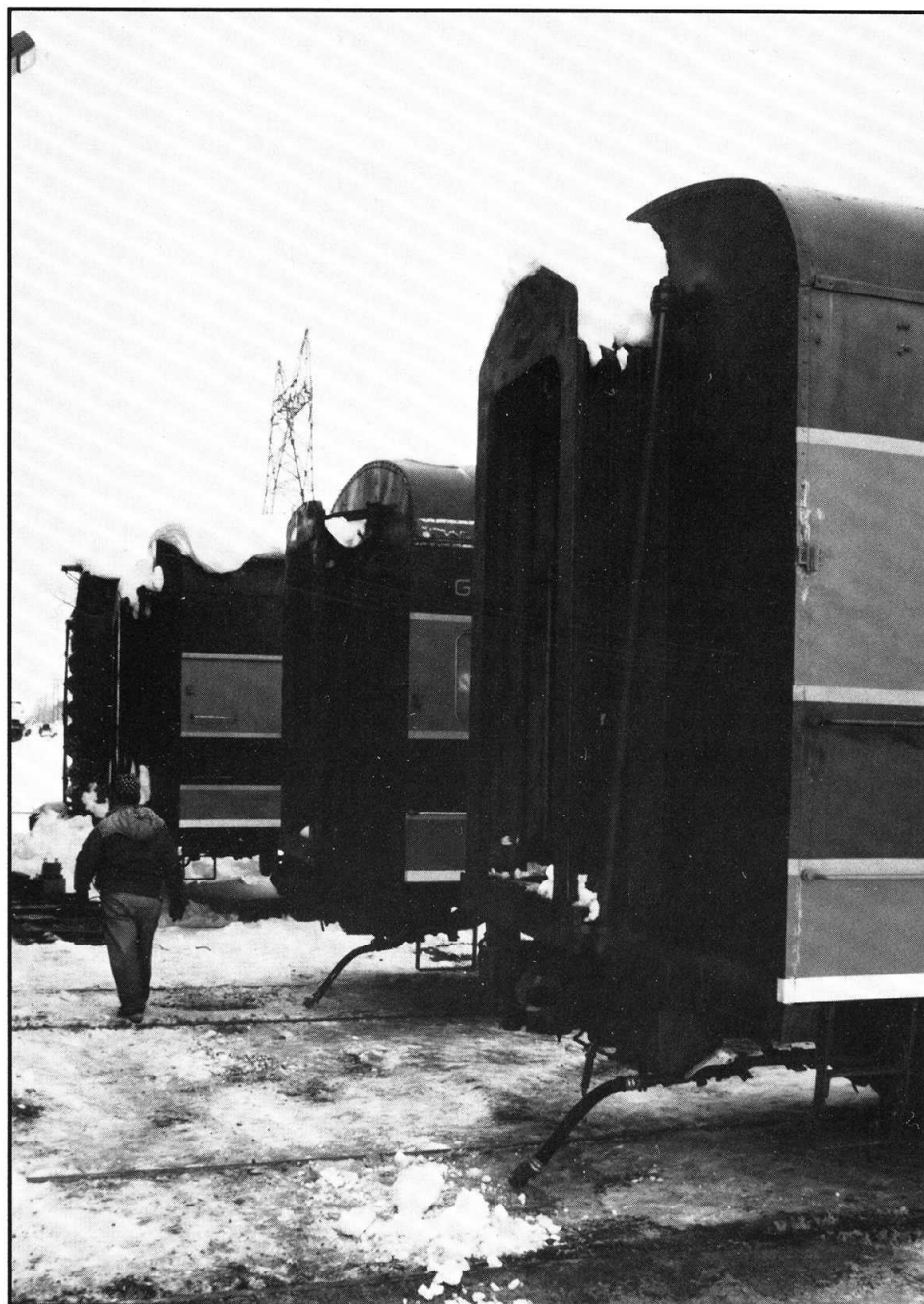
-Bill Marshall

Before Chicago & North Western 4-6-0 #1385 became famous at the Mid-Continent Railway Museum, I had the opportunity to meet it twice in the line of duty as a C&NW agent-telegrapher.

Starting Sept. 8, 1941, I bucked the Wisconsin Division's telegrapher extra board. Just after dozing off one night, the phone rang. I was wanted for a Madison Division job at Footville, WI, just south of Janesville. The agent had fallen and broken his leg. No Madison Division operators were available.

It was below zero and I thought of all kinds of excuses for not accepting the call. My car might not start and I might not get to Footville. The night Chief Train Dispatcher wouldn't take no for an answer, so he arranged for Train 507 to make an unscheduled stop at my home town, Chemung, IL, 65 miles northwest of the Chicago loop. I was to ride to Evansville and meet the section foreman for a nine mile motor car ride to Footville.

The things I remember about this ride are: 1) I was not warmly



Looking for all the world like the Great Northern's Mississippi Street coach yard (and not far from it at that) is this lineup of MTM cars at Jackson Street. Benn Coifman photo.

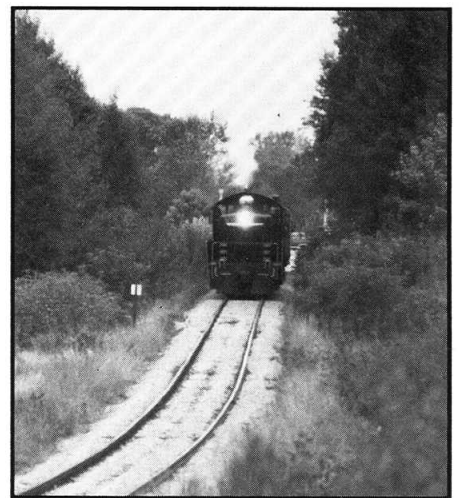
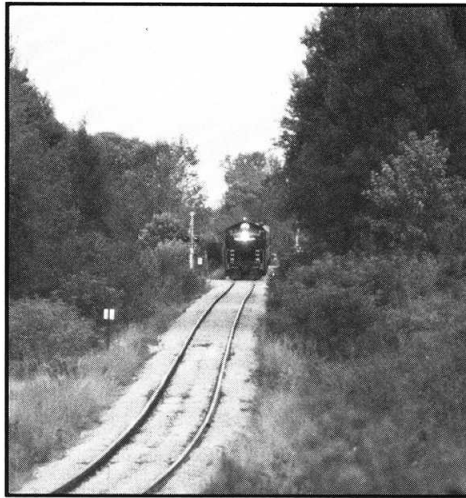
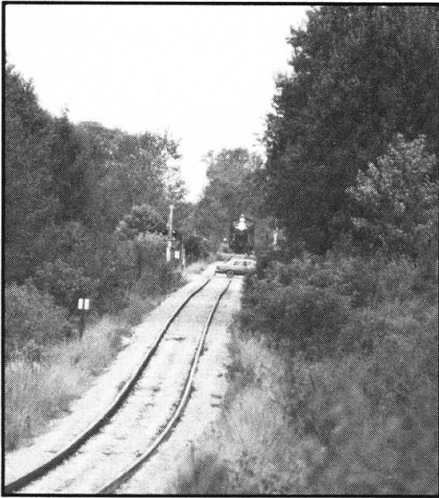
dressed, 2) the wind chill was terrible, 3) the rail joints were parallel (across from one another), not staggered, causing trains to buck up and down instead of roll from side to side, and 4) it made this 18 year old kid feel very important to have the section foreman give him a special taxi ride.

Let's skip the details of getting acquainted with the job, shippers, section men, the regular agent, and local citizens, including a good looking girl (I was bumped four days later, so nothing came of this casual meeting)

or my nights lodging on a cot in the telegraph office.

To get home I had to ride the "switch run" to Beloit, WI the following Saturday night (six day work week) and hop Train 508 homeward. And what engine was assigned to pull the switch run? The 1385.

The following summer and fall, I worked first trick (2-10AM) at South Janesville yard. One afternoon a car of livestock arrived Monona Yard at Madison too late to make Train 578 to Janesville. The yardmaster put it on



Movie sequence! The westbound Stillwater & St. Paul crosses Manning Avenue and heads down the welded rail toward Lofton Avenue. Aaron Isaacs photos.

Train 594, a time freight to Proviso Yard (Chicago) via Beloit. 594 set the car out at Beloit. Early the next morning the Beloit-Madison switch run brought the car to Janesville, then returned to Afton and resumed its normally assigned run.

And my encounter with #1385? I wrote a "Clearance Form A, to C&E Extra 1385 East at South Janesville. I have no orders for you." In that era, none of us railroaders thought the 1385 would ever become a celebrity. Now I'm sure it will outlive us all.



STEAMBOAT REPORT

New Keel Delivered

Structural Wood Products Co. has delivered a 60 foot keel and deadwood. Made of douglas fir, the laminated wood measures 5.5 inches wide by 7.5 inches high. Installation by **Bob Dumas** and **Cliff Brandhorst** has begun.

Roller Coaster Car Donated

MTM has received one of the most unique artifacts in captivity anywhere. **Rodney Wallace** of Greenwood, owner of the Thunderbird Hotel in Bloomington, has donated roller coaster car #1 from the Excelsior Amusement Park. The car was built in 1925 and lasted until the park's demolition in 1973.

Donations Keep Pouring In

One of the great things about being a museum is the wonderful donations that seem to come from nowhere. A valuable collection of 381 nautical artifacts has been donated by an anonymous party. Among the items are brass nameplates, bells, whistles and 20 ship models.

Margaret Ptak has donated a pot bellied caboose stove. Cast into its top are the words, "If I'm good, tell others about me." Can any member shed a little light on this?

Howard Babcock has donated an upper deck bench. This brings the number of donated benches to five, and three more have recently been located, though not acquired. For the time being, no more new ones will be built, because enough old ones may show up on their own.

Bacon Drug in downtown Excelsior has donated free show window space for a display on the Minnehaha.

The **Hubert W. White** men's clothing store has donated seven wood and glass display cases. They are also permitting MTM displays in the windows of their Minneapolis and Galleria stores.

New Kurt Carlson Print

Over 400 prints of **Kurt Carlson's** watercolor painting "The Streetcar Boats" have sold to date. It has been



Posing aboard Excelsior Roller Coaster car #1 are (left to right) **Jim Erler**, **Jim Ogland**, **Bob Bolles**, **Bob Woodburn**, **Cliff Brandhorst**, **Stan Straley** and **Dave Simonson**. **Leo Meloche** photo.

our most successful fundraising product.

Carlson is painting a new picture, "Excelsior", and has made the prints available to the museum on the same basis.

The picture is taken from the perspective of someone in a boat approaching the Excelsior dock, looking toward shore. At left is the docked Minnehaha. Ahead are the Blue Line Cafe, the Roller Skating Casino, and Water Street. In the background is a TCRT streetcar and the White House Hotel.

Minnehaha Gets a Boiler

After months of searching, an appropriate boiler for the Minnehaha has been donated. It is an 80 horsepower Cleaver-Brooks. It was owned by **Victor Wenzel** of Rosemount. Originally built to power a pile driver, it was retubed in 1964 and not used since. The value of the boiler is approximately \$15,000.

The Wish List

Since the Minnehaha project started in February 1990, over \$100,000 has been raised. Most of



On January 4, 1992, TCRT #1496 rides the interstate out of Duluth on its way to **Bob Dumas'** in Long Lake. **Leo Meloche** photo.

that has been spent on the building, the boat trailer, the engine, and lots of lumber and hardware. There is still a long way to go, and here is part of what we need.

- 150 commercial life vests and six life rings.

- 75 sixteen foot cypress hull planks, plus other wood.

- five more upper deck benches.

- one condenser.

- one diesel-electric light plant.

- at least \$100,000.

If you can help with any of these, call **Leo Meloche** at 470-1770.

"IT'S HARD WORK, BUT SOMEONE'S GOT TO DO IT" DEPT.

-Louis Hoffman

A contingent of six museum members recently lunched aboard the Northern Rail Car Corporation's private train to discuss (among other things) fabrication and refurbishing of streetcar trucks. We met with **Mike Bartel**, Northern's

executive vice president, and **Mike Beetsch**, its truck foreman. The meeting was organized by **Leo Meloche**. **John Diers**, **Bill Graham**, **Russ Olsen** and **Bob Bolles** also attended.

The Steamboat Division has recently acquired three streetcar bodies. The plan is to restore one to operating condition, using parts from the other two. It would run from the boat building to downtown Excelsior. All this would happen after the Minnehaha is completed. Motorized trucks at an affordable price are an essential element and we don't have them. That's where Northern comes in.

Located in suburban Milwaukee, they rebuild passenger railcars. We discussed the feasibility of them fabricating a standard streetcar truck suitable for general museum use, or perhaps modifying CTA trailer trucks specifically for MTM.

Before lunch we toured the train, which was parked at the Minnehaha Depot. The dome-observation-lounge Northern View is a former Union Pacific car. The blunt-end observation room is now an open platform. There

are dining areas in and below the dome. The car has a full kitchen and a spacious sitting room with television and stereo.

The sleeping car Northern Nites is a former UP coach. There are six enlarged double bedrooms which share three toilets and showers, and a master room with a full sized bed and full bathroom with shower. The car also has a laundry room.

The baggage-dorm car Northern Plains is also ex-UP. It has simple crew quarters (which are nicer than Amtrak sleepers), a prep kitchen, an office with computer and fax, and an area displaying Northern's work. The train is pulled by E8 #10C.

After lunch, we toured the Linden Hills carbarn. Our guests were impressed by the clean, well equipped shop and the high quality of the restoration work.

Because this writer envies the rail barons of yore, and suffers the frustration of being a mere civil servant, he thanks Northern for easing the pain, if only for an afternoon.



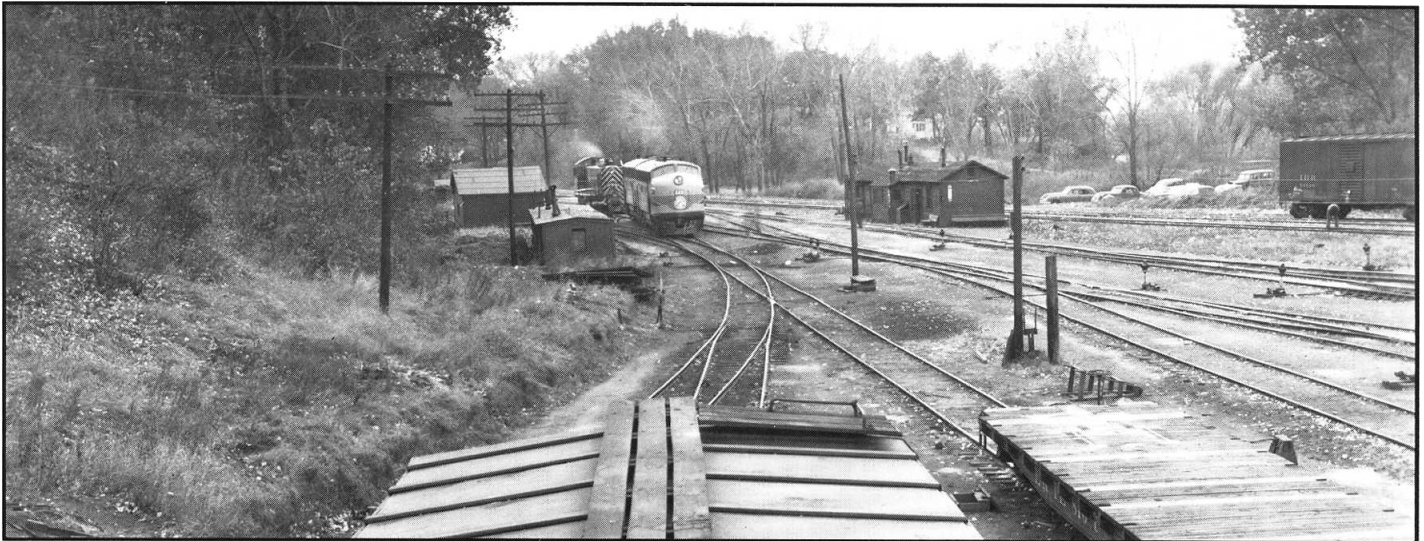
It has been a tradition for visiting special trains to tie up at the Minnehaha Depot. In January 1992 the Wisconsin & Southern/Milwaukee Rail Car pocket streamliner hosted MTM guests for lunch. Bob Ball photo.

CEDAR LAKE

Back before there were "regional" railroads, Minnesota had one—the Minneapolis & St. Louis. A marginal operation in an overcrowded market, it bravely fielded two of the seven lines between the Twin Cities and Iowa. Its nerve center was the Cedar Lake yard and shop complex. For generations, Cedar Lake was the bane of the fancy Kenwood neighborhood, keeping the owners of expensive homes up all night with banging freight cars and rumbling diesels. The M&StL was an occasional client of commercial photographer Norton & Peel. Their relationship yielded these portraits of the struggling carrier trying its best. All are from the Minnesota Historical Society collection.



In 1952 the Cedar Lake roundhouse was in mid-demolition. Note the gas-electrics and passenger cars at upper left.



Yellow and green F3's and an Alco switcher pass the yard office.



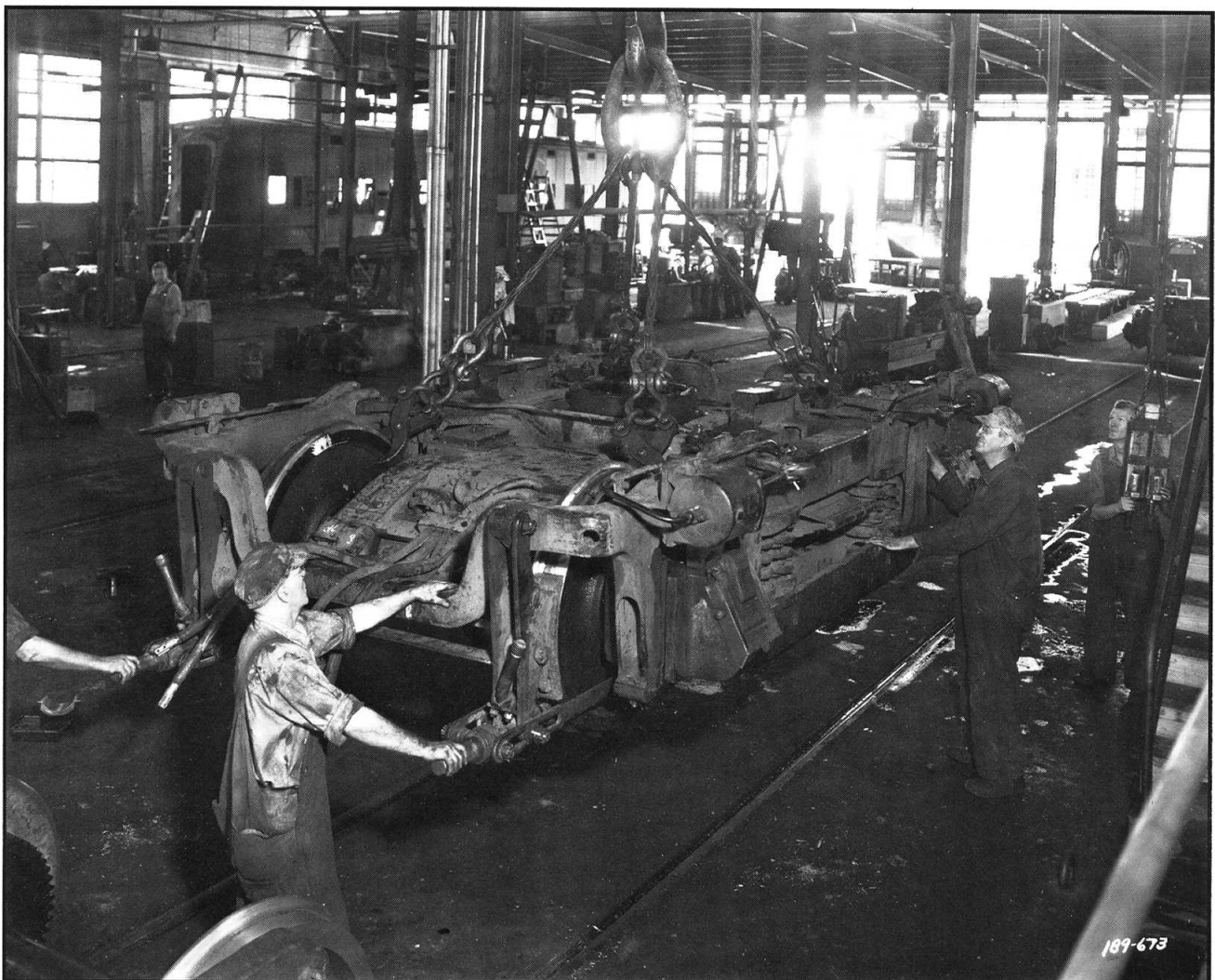
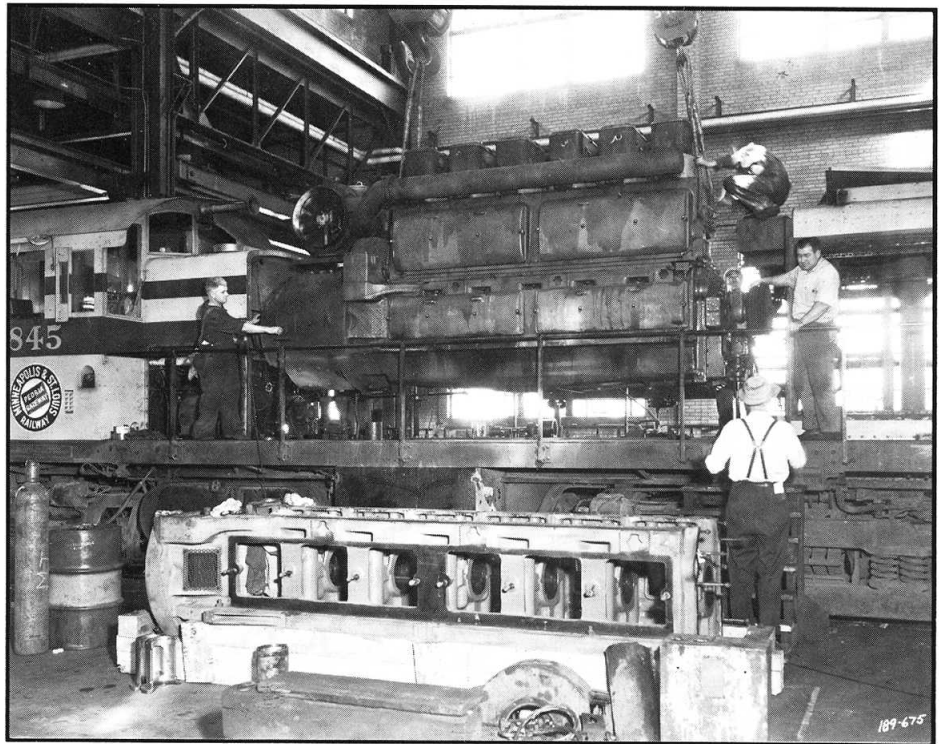
Opposite Page Top: There's "texture" aplenty along the car repair tracks, replete with jacks, tool cars and planks between the rails to set things on. Low-tech railroading for sure.

Diesels are cleaner than steam, but it's still dirty work, and none too subtle. The date is August 14, 1949.

Opposite Page Bottom: A traction motor hangs from the overhead crain.

Right: A 6-cylinder Alco diesel is lowered into place.

Bottom: Mechanics steady a suspended power truck. At rear is a World War II troop sleeper being converted into a baggage car.





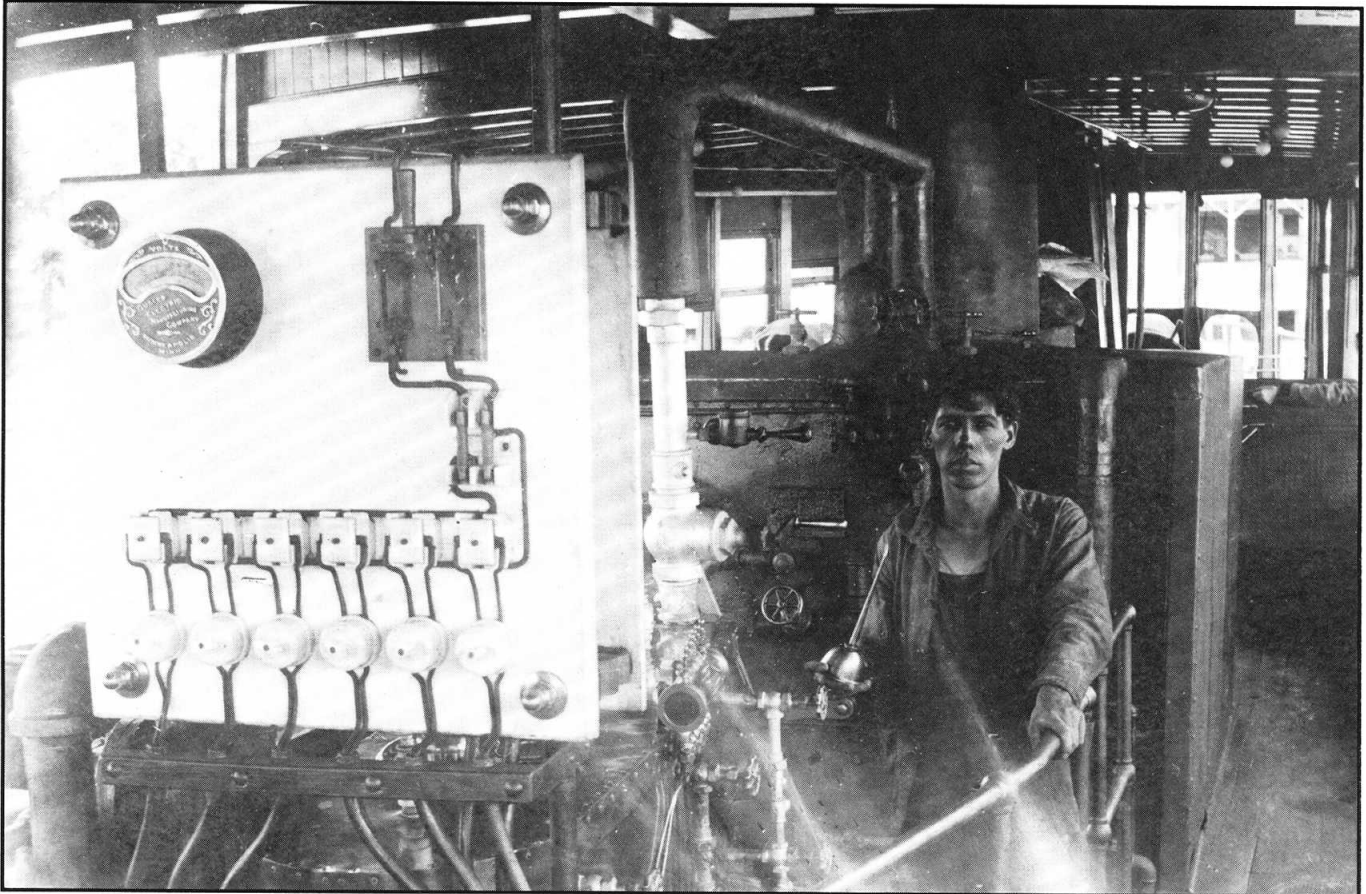


A passenger train on a shoestring. The doodlebugs received diesel engines and town names, baggage cars were made from World War II troop sleepers, and six basic lightweight coaches were purchased new from Budd.

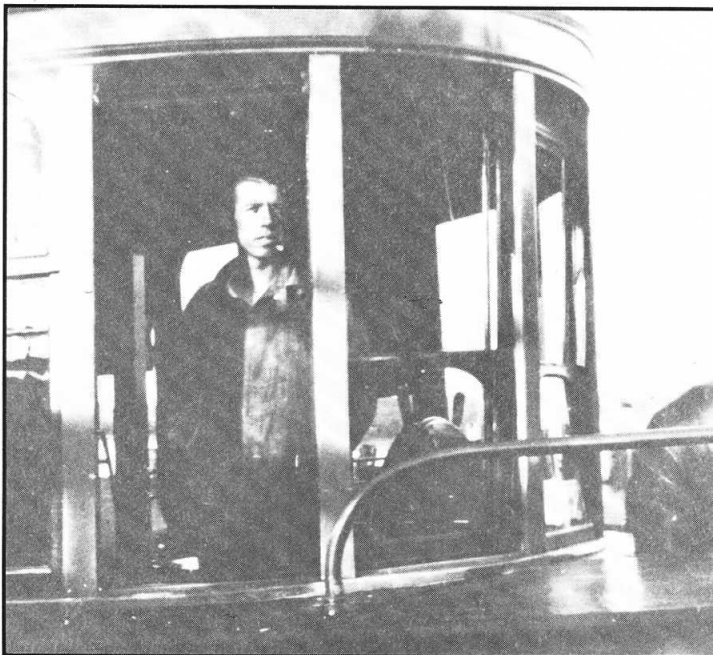


SERVING ON THE MINNEHAHA

Because they disappeared so long ago, photos of the streetcar boats are rare. The people who knew them personally are in their eighties or older. Even so, the pictures and the memories are still out there, waiting to be found. Recently discovered were these photos from the family album of Shirley Henley. Her father, Orville McCormick, hired out in 1905. He served aboard the Minnehaha as Engineer. When the boats were withdrawn from service, he worked in the street car shops and ended his 43 year career as a substation operator in Minneapolis. He died in 1949.



Above: Engineer McCormick at his post. This view looks towards the bow. The electrical board in the foreground controlled the boat's lights.

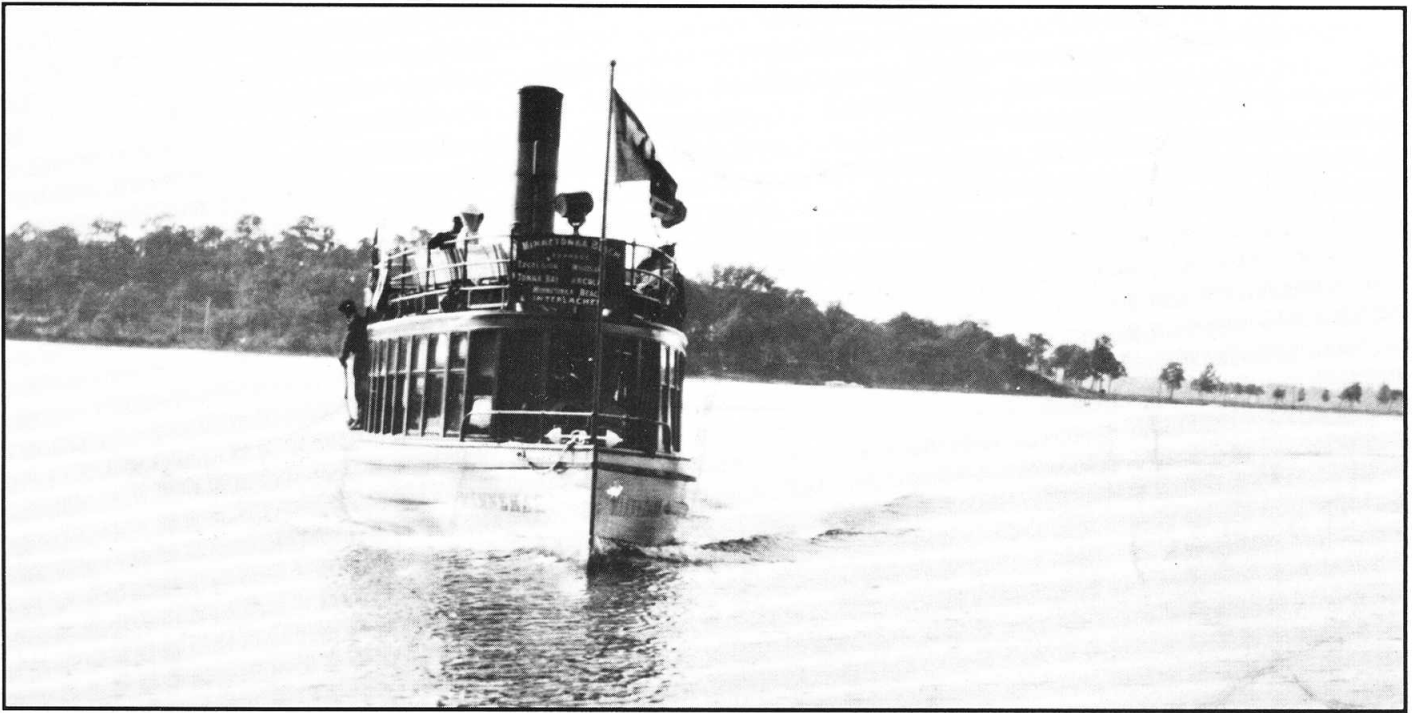


Left: McCormick at the front window.

Opposite Page Top: McCormick took to shaving his head due to the extreme heat of the boiler. According to Shirley, her mother didn't approve.

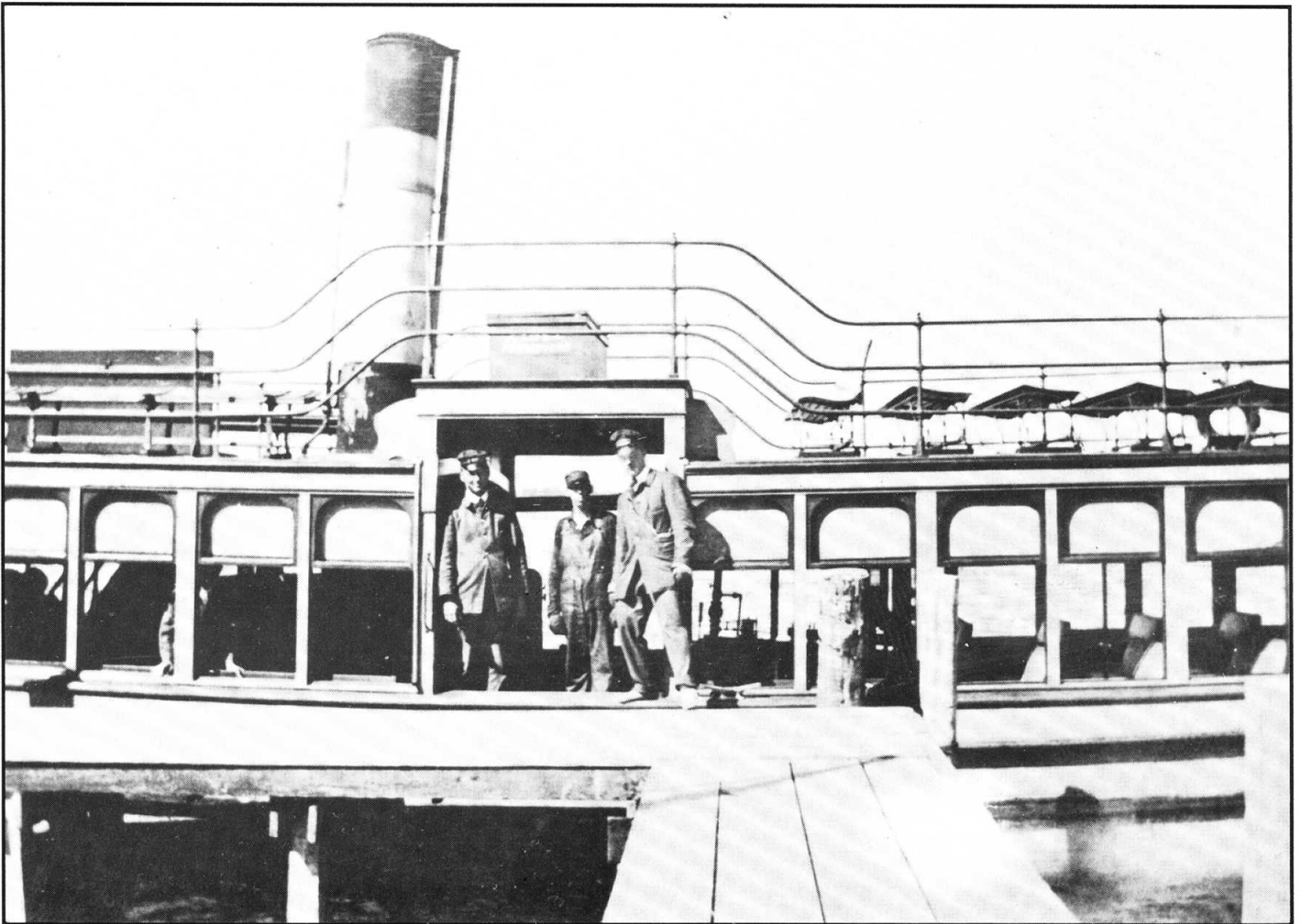
Opposite Page Bottom: This postcard interior looks toward the stern and shows the other side of the boiler. Minnesota Historical Society collection.





Above: The Minnehaha under steam.

Below: In the early days, before the addition of the upper deck canopy. It served to keep off both the cinders and the sun.



STREETCAR 1, FIRE TRUCK 0

Editors note: Sometimes stories unfold one piece at a time. Several years ago I found this spectacular wreck photo at the Minneapolis Public Library. A 1990 visit to member Fred Zubrycki turned up a newspaper clipping containing an almost identical photo, along with the date (March 30, 1948) and some information. Car #1752 was half full and eight persons were injured, though apparently none was killed. The fire truck was headed to a blaze at 4530 Lyndale.

When the Fall 1991 Minnegazette requested streetcar film footage for the pending TCRT video, member Jurgen Fuhr, who also edits the LSMT Laker, responded with this letter. And the story was complete.

Sir:

In the spring of '48 or '49, a Bryant

Avenue car was heading south. Not a PCC, it was one of the older heavyweight, steel sided cars. At the same time a fire truck was heading east on 44th Street, I believe on its way to a fire. The two met in the intersection of 44th and Bryant, the streetcar catching the fire truck in the middle and tossing it into the boulevard on the southeast corner, where it landed on its side.

The TCL car had its front end demolished. The collision spun it around 180 degrees, with its rear truck in the sidewalk on the southeast corner.

It's possible the motorman did not hear the siren above the noise of the car. Whether anyone was hurt, I don't know. I didn't see any ambulances, unless they had already taken the casualties away by the time I arrived.

I was on my way home from Duntwoody. I had stopped at the library for a book, and missed the usual car I took, which turned out to be the one that got wrecked. I caught the next one, which stopped at 43rd and Bryant. Seeing what had happened, I walked to my rented room at 44th and Aldrich, got my movie camera, and took some black and

white footage of the car being rerailed and towed away. If interested, I can send you the film.

Sincerely,

Jurgen Fuhr

A SHORT LUCE LINE RECOLLECTION

"One of the big problems in those days was the lack of watering facilities along the line. Often we'd just pull up next to a lake or stream and throw a hose over the side and suck water, debris and all into the tender. Many's the time I've seen pollywogs swimming in the water glass."

Thomas Cashman, veteran Minnesota Western conductor, quoted in the pamphlet issued to passengers on the 1958 Minnesota Railfans trip to Hutchinson.



For those who have never seen the underside of a fire truck, here's one courtesy of TCRT. Minneapolis Star-Journal photo, Minneapolis Public Library collection.

THE MCKINNEY AVENUE TRANSIT AUTHORITY

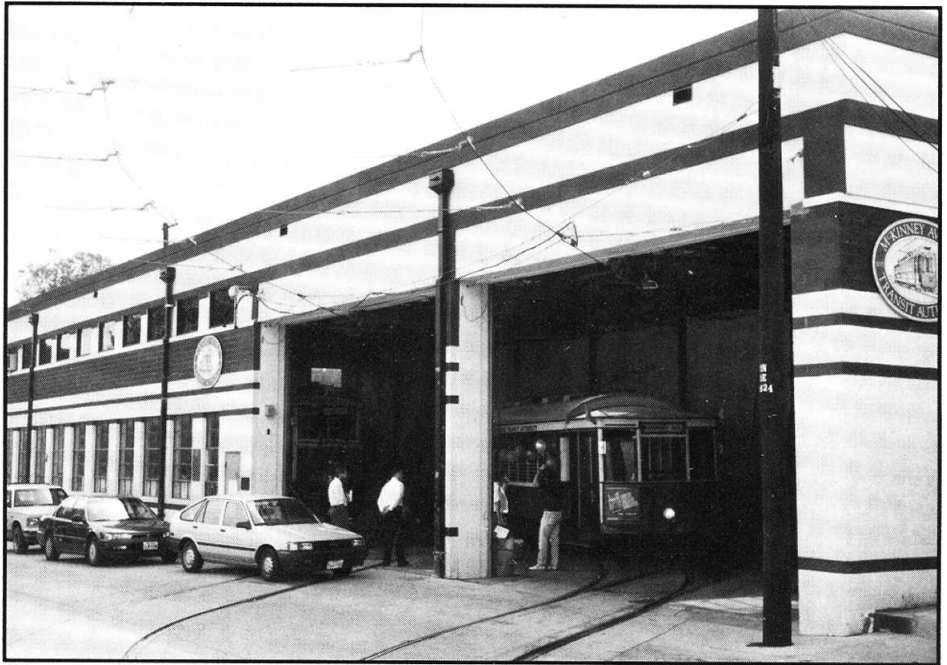
-Terry Warner

One usually associates Dallas with J.R. Ewing, the Cowboys football team, big glitzy skyscrapers and oil money. But there's a part of this big cosmopolitan place that takes you back to pre-1954 Twin Cities.

A few blocks north of the financial district is a quaint old street called McKinney Avenue. Along it are many restaurants, specialty shops, hotels and small businesses, very much like St. Paul's Grand Avenue. The difference is the two tracks running down the center of the street, complete with overhead wire and TCRT-type steel poles.

Original Dallas streetcars run on a regular schedule year round. The line originates at a car barn toward the north end of the line, loops around and then runs down the street for fifteen blocks. It terminates at the Dallas Art Museum, where the poles are switched, and then returns via the other track. The feeling of *deja vu* increases when you pass other cars on the double track. Imagine riding down Grand Avenue to the edge of downtown and changing poles at the Science Museum.

The McKinney Avenue Transit Authority (MATA) currently has three operating cars, plus a fourth being overhauled. #186 is a distinctive, turtle-roofed "Stone & Webster" car. It was built by St. Louis Car Co. in 1913 for Dallas Consolidated Street Railway, one of several properties owned by Stone & Webster Engineering Co. It ran on McKinney Avenue, when the track was part of the Southern Methodist University line. In 1956 the body was sold to a farmer for use as a hay barn. During the '70's it was restored and spent several years as a static display at the Sports Hall of Fame. It was acquired by MATA in 1988, and placed on a set of Melbourne W-2 trucks. It seats forty,



Ex-Dallas #186 prepares to pull out of the car barn on Bowen Street. Terry Warner photo.

and can be adapted with dining tables to seat 32 for dinner.

#636 is a single truck Birney, built by Brill in 1920 for Dallas Consolidated Street Railway. In 1947, it became a residence for several years and was then dumped in the woods near Quitman, TX. MATA built a new Birney-type truck for it. It seats 28 and also can be adapted as a banquet car. It has received the air horn from a Texas Electric interurban as an experiment to get the attention of motorists and avoid accidents.

#122 is a 1906 Brill single trucker that ran for 70 years in Oporto, Portugal. Originally a narrow gauge car, it is one of several in the United States. Others run in Duluth, Detroit and Yakima. Originally sold to San Francisco Muni, it was acquired in 1983 as MATA's first car. It ran until 1990, when its various mechanical and structural problems forced a major rebuilding that is still underway. Oporto #166 is also on hand as a parts source.



Original Dallas car #186 wears its pre-1950 livery of green and cream, with grey roof, tuscan red windows and gold striping. Allan Berner photo.



Dallas Birney #626 where the new single track loop on Allen Street joins the original McKinney Avenue double track. Terry Warner photo.

#369 is another of the ubiquitous Melbourne W-2 cars whose export has recently been stopped by the Australians. Although they don't resemble any American prototype, their electrical gear is very familiar and their wood interiors satisfy the "trolley" look wanted by the general public. W-2's run in Seattle, New Orleans, San Francisco, San Jose, and Ironworld. Several are kept by Gomaco in Iowa as restoration material.

MATA owns two additional carbodies, which await restoration at an off-site building. Large Stone & Webster car #323 has 13 windows versus #186's ten. The carbody is in good shape and is the next restoration candidate. It was equipped with single motor "maximum traction" trucks, which are particularly scarce these days. MATA owns one such truck, sans motors, and intends to build another.

The carbarn accommodates four cars plus a line truck and could house up to six cars. The gift shop and MATA offices are also under the same roof.

MATA puts out a bi-monthly newsletter called "The Trolley Stop". It covers current operations and Dallas transit history.

MATA does a very lucrative charter business with birthday parties, holiday

specials and business lunches catered aboard the cars. The cars are dressed up for special occasions, such as lighted hearts on Valentines Day.

It gave me a feeling of true authenticity to be riding a 1920's car right down the middle of the street. This is something that can't be recaptured on a private right of way line like Como Harriet. You board by walking out from the curb beneath a "Car Stop" sign mounted on the metal overhead pole. Many people use the line for transportation, so it is more than just a tourist operation. It gets my vote as the most authentic rebuilt traction line. Even most of the track is original, including all of it on McKinney plus one block on Cole. It was simply asphalted over when service ended in 1956, and is amazingly smooth for its age.

There are some concessions to the realities of modern traffic conditions. At signalized intersections, trolleys have their own green light, while all other vehicles are stopped. There are also "Streetcar Crossing" signs at several major intersections.

MATA's construction was funded with several million dollars from local corporate investors. From 1989 to 1991, it employed



This track and brick pavement is what the city of Dallas found under the asphalt on McKinney Avenue. Melbourne #369 is painted maroon and cream with gold striping. Terry Warner photo.

seven paid staff, including a chief executive officer, an office manager, a marketing director, one motorman, and three shop people. They were assisted from the beginning by volunteers.

While the employees were instrumental in launching the line and developing the business, their payroll could not be covered from the farebox. In a draconian move, all were let go in October 1991, and MATA became 100% volunteer. It is now run by North Texas Traction Associates, Inc. There are 40-50 active volunteers, and what they do is impressive.

In 1990, with the full paid staff, MATA ran over 46,000 car miles and carried 236,000 passengers. Cars ran 365 days a year, 10 AM to 10 PM Monday-Thursday and Sundays; and 10 AM to midnight Friday-Saturday. After the conversion to all-volunteer operation, it was cut back to 5 to 10 PM on weekdays, but all other hours remain the same.

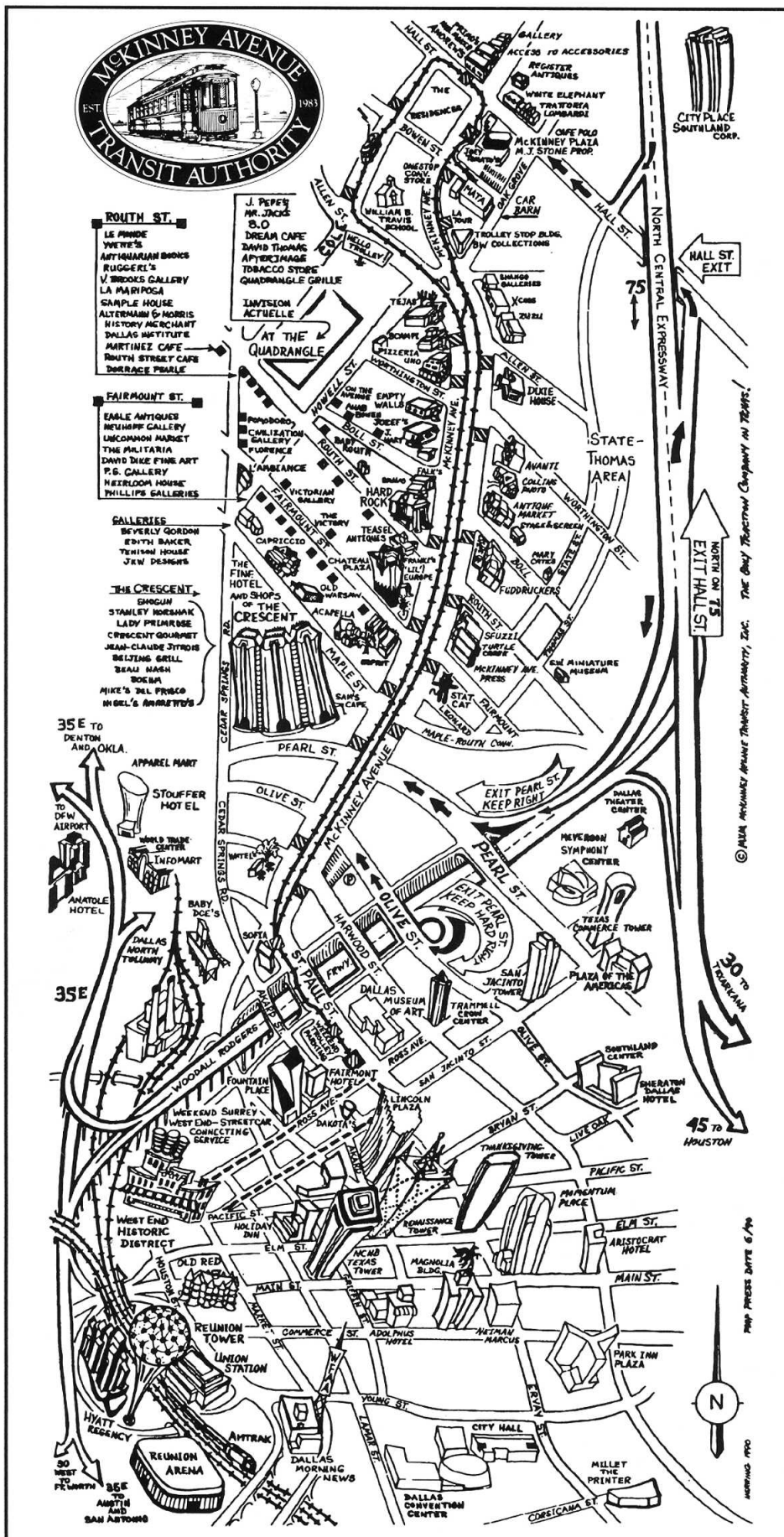
Typically they run one car on weekdays, and two or three on weekends. There is also a booming charter business.

While most of the ridership is recreational, the line does provide transportation to local residents. There are even regular afternoon commuters, which is why it starts up at 5 PM. One-way fares are 75 cents for adults and 50 cents for children.

Expansion of the line is being actively discussed. From its south terminal at St. Paul Street and Ross Avenue, it would turn right and follow Ross about half a mile into the West End Historic District. Because of the one way streets, it would loop back via San Jacinto Street (see dashed line on map).

Thanks to Raymond Magyar and The Trolley Stop for additional information.

This map shows downtown Dallas and the area served by the McKinney Avenue Transit Authority. The car barn is on a spur that splits from McKinney at Bowen St. at upper right. The track on McKinney and part of Cole is original. The proposed extension to the West End is shown as a dashed line at lower left.

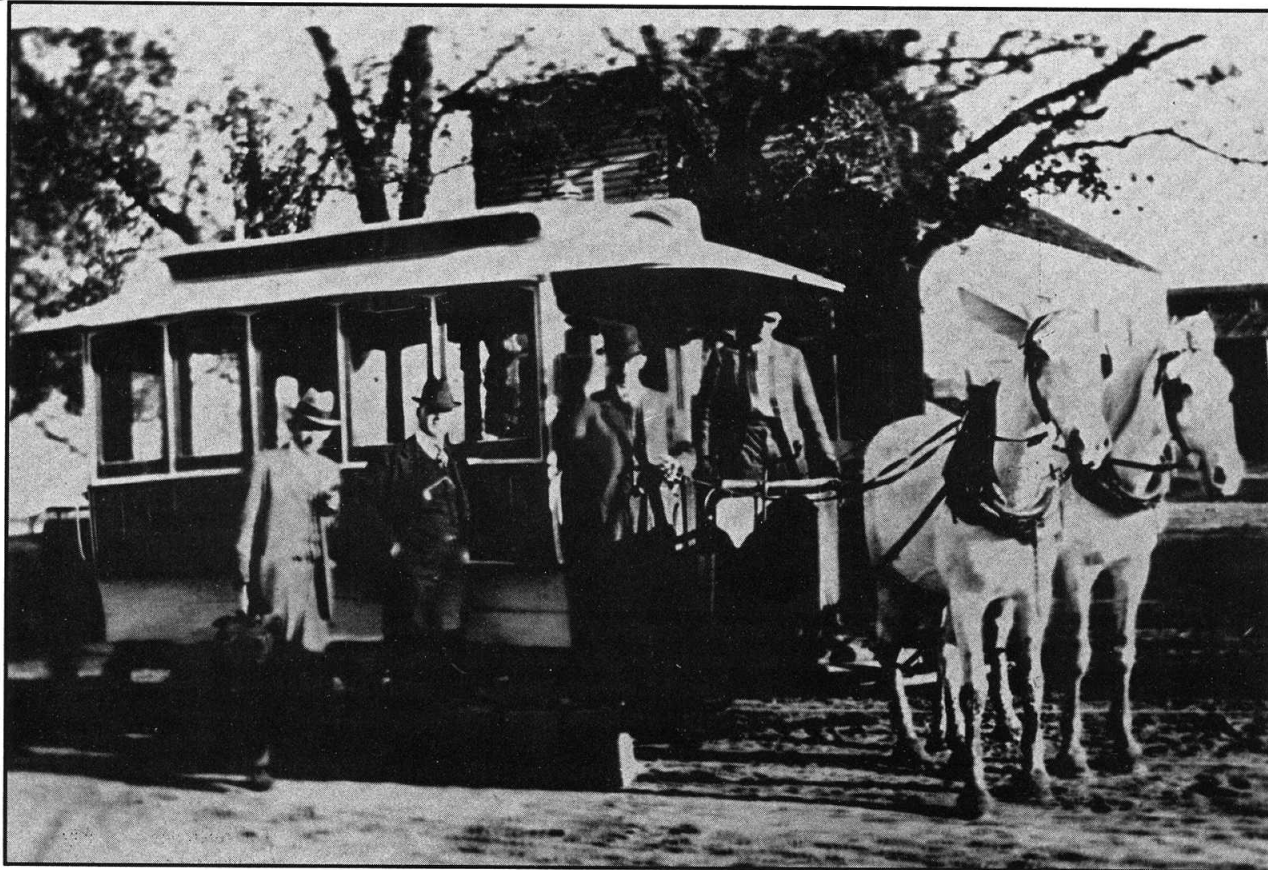




Above: The Great Northern local from Benson to Watertown, SD receives passengers and mail from its mainline connection at Benson in the early 1950's. Jack Kjos collection.

Below: The Minnehaha Depot used to have a modest freight yard, next to the Soldiers Home bridge. The date is April 6, 1955. Norton & Peel photo, Minnesota Historical Society collection.





The only known photo of the Anoka Street Railway. Its three miles of standard gauge strap rail reached from the NP depot on the north side of town, down Main Street and across the Mississippi River to Champlin. Its history is obscure. It was built in the early 1880's and died quietly sometime between 1897 and 1901. Anoka County Historical Society collection.



In 1952, the Como-Harriet line was cut back from 54th and France to the 44th and France loop. For two years until abandonment, a bus shuttle was run. A PCC on the loop has met White #584, painted in the red, blue and cream colors. Steve Legler collection.



Above: Branch line railroading in rural Minnesota. The C&NW mixed train stops for freight, express, passengers and milk cans at Lucan. The depot has been preserved as a town museum. Lucan Historical Society collection.

Below: The engineer of this handsome new Lake Superior & Mississippi American standard captured in Stillwater is James Root, hero of the Hinkley fire. Root rescued a trainload of townspeople from the blaze. John Pedersen collection.





ST. PAUL AND MINNEAPOLIS TO LAKE MINNETONKA

| STATIONS | Miles from St. Paul | WEEK DAYS | | | | | | | | | | SUNDAYS | | | | | | | |
|-------------------------|---------------------|-----------|-------|--------|-------|--------|--------|--------|-------|--------|-----|---------|--------|--------|--------|--------|-----|-----|-----|
| | | 801 AM | 13 AM | 805 AM | 93 PM | 807 PM | 815 PM | 809 PM | 21 PM | 811 PM | | 95 AM | 803 AM | 807 PM | 809 PM | 811 PM | | | |
| Lv. St. Paul..... | 0 | ... | 9 25 | ... | ... | ... | 4 20 | ... | 5 00 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Minneapolis..... | 10 | 8 20 | 10 05 | 11 03 | 1 00 | 2 00 | 5 00 | 5 35 | 5 40 | 6 20 | ... | 8 00 | 9 35 | 2 00 | 5 35 | 6 20 | ... | ... | ... |
| " Holdridge..... | 23 | 8 42 | ... | 11 25 | ... | 2 25 | 5 24 | 6 00 | ... | 6 45 | ... | ... | 10 00 | 2 25 | 6 00 | 6 45 | ... | ... | ... |
| " Wayzata..... | 24 | 8 45 | 10 37 | 11 28 | 1 32 | 2 28 | 5 27 | 6 03 | 6 08 | 6 48 | ... | 8 32 | 10 03 | 2 28 | 6 03 | 6 48 | ... | ... | ... |
| " Orono..... | 26 | 8 50 | ... | 11 33 | ... | 2 33 | 5 31 | 6 08 | ... | 6 53 | ... | ... | 10 08 | 2 33 | 6 08 | 6 53 | ... | ... | ... |
| " Crystal Bay..... | 27 | 8 53 | ... | 11 36 | ... | 2 37 | 5 35 | 6 12 | ... | 6 57 | ... | ... | 10 12 | 2 37 | 6 12 | 6 57 | ... | ... | ... |
| " Arcola..... | 28 | 8 55 | ... | 11 38 | ... | 2 39 | 5 37 | 6 14 | ... | 6 59 | ... | ... | 10 14 | 2 39 | 6 14 | 6 59 | ... | ... | ... |
| " Minnetonka Beach..... | 29 | 8 58 | ... | 11 41 | ... | 2 43 | 5 41 | 6 18 | ... | 7 03 | ... | ... | 10 18 | 2 43 | 6 18 | 7 03 | ... | ... | ... |
| " Navarre..... | 30 | 9 00 | ... | 11 43 | ... | 2 45 | 5 43 | 6 20 | ... | 7 05 | ... | ... | 10 20 | 2 45 | 6 20 | 7 05 | ... | ... | ... |
| " Spring Park..... | 30 | 9 03 | ... | 11 46 | ... | 2 48 | 5 46 | 6 23 | ... | 7 08 | ... | ... | 10 23 | 2 48 | 6 23 | 7 08 | ... | ... | ... |
| " Seton..... | 31 | 9 06 | ... | 11 49 | ... | 2 51 | 5 49 | 6 26 | ... | 7 11 | ... | ... | 10 26 | 2 51 | 6 26 | 7 11 | ... | ... | ... |
| " Mound..... | 32 | 9 10 | ... | 11 53 | ... | 2 55 | 5 53 | 6 30 | ... | 7 15 | ... | ... | 10 30 | 2 55 | 6 30 | 7 15 | ... | ... | ... |
| " St. Bonifacius..... | 37 | ... | ... | ... | ... | ... | 6 04 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Maple..... | 41 | ... | ... | ... | ... | ... | 6 11 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Mayer..... | 45 | ... | ... | ... | ... | ... | 6 21 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " New Germany..... | 49 | ... | ... | ... | ... | ... | 6 31 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Lester Prairies..... | 52 | ... | ... | ... | ... | ... | 6 40 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Silver Lake..... | 60 | ... | ... | ... | ... | ... | 6 55 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Ar. Hutchinson..... | 68 | ... | ... | ... | ... | ... | 7 10 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

f Stop on Signal

LAKE MINNETONKA TO MINNEAPOLIS AND ST. PAUL

| STATIONS | Miles from Hutchinson | WEEK DAYS | | | | | | | | | | SUNDAYS | | | | | | | |
|-------------------------|-----------------------|-----------|--------|--------|--------|-------|--------|--------|-------|--------|-------|---------|--------|--------|--------|-------|--------|------|-----|
| | | 10 AM | 802 AM | 816 AM | 806 AM | 22 AM | 808 PM | 810 PM | 14 PM | 812 PM | 94 PM | 10 AM | 804 AM | 808 PM | 810 PM | 96 PM | 812 PM | | |
| Lv. Hutchinson..... | 0 | ... | ... | 6 05 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Silver Lake..... | 8 | ... | ... | 6 19 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Lester Prairie..... | 16 | ... | ... | 6 34 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " New Germany..... | 20 | ... | ... | 6 45 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Mayer..... | 24 | ... | ... | 6 56 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Maple..... | 27 | ... | ... | 7 03 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " St. Bonifacius..... | 32 | ... | ... | 7 17 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " Mound..... | 36 | ... | 6 50 | 7 31 | 9 30 | ... | 1 15 | 4 30 | ... | 8 30 | ... | ... | 7 45 | 1 15 | 4 30 | ... | 8 30 | ... | ... |
| " Seton..... | 37 | ... | 6 53 | 7 34 | 9 33 | ... | 1 18 | 4 33 | ... | 8 33 | ... | ... | 7 48 | 1 18 | 4 33 | ... | 8 33 | ... | ... |
| " Spring Park..... | 38 | ... | 6 56 | 7 38 | 9 36 | ... | 1 21 | 4 36 | ... | 8 36 | ... | ... | 7 51 | 1 21 | 4 36 | ... | 8 36 | ... | ... |
| " Navarre..... | 39 | ... | 6 58 | 7 40 | 9 38 | ... | 1 23 | 4 38 | ... | 8 38 | ... | ... | 7 53 | 1 23 | 4 38 | ... | 8 38 | ... | ... |
| " Minnetonka Beach..... | 40 | ... | 7 01 | 7 44 | 9 41 | ... | 1 26 | 4 41 | ... | 8 41 | ... | ... | 7 56 | 1 26 | 4 41 | ... | 8 41 | ... | ... |
| " Arcola..... | 41 | ... | 7 03 | 7 46 | 9 43 | ... | 1 28 | 4 43 | ... | 8 43 | ... | ... | 7 58 | 1 28 | 4 43 | ... | 8 43 | ... | ... |
| " Crystal Bay..... | 42 | ... | 7 05 | 7 50 | 9 45 | ... | 1 30 | 4 45 | ... | 8 45 | ... | ... | 8 00 | 1 30 | 4 45 | ... | 8 45 | ... | ... |
| " Orono..... | 43 | ... | 7 07 | 7 53 | 9 47 | ... | 1 32 | 4 47 | ... | 8 47 | ... | ... | 8 02 | 1 32 | 4 47 | ... | 8 47 | ... | ... |
| " Wayzata..... | 45 | 6 13 | 7 13 | 7 58 | 9 53 | 9 44 | 1 38 | 4 53 | 5 16 | 8 53 | 8 59 | ... | 6 13 | 8 08 | 1 38 | 4 53 | 8 27 | 8 53 | ... |
| " Holdridge..... | 46 | ... | 7 15 | 8 00 | 9 55 | ... | 1 40 | 4 55 | ... | 8 55 | ... | ... | 8 10 | 1 40 | 4 55 | 8 30 | 8 55 | ... | ... |
| Ar. Minneapolis..... | 59 | 6 40 | 7 40 | 8 25 | 10 20 | 10 15 | 2 05 | 5 20 | 5 45 | 9 20 | 9 30 | ... | 6 40 | 8 35 | 2 05 | 5 20 | 8 57 | 9 20 | ... |
| " St. Paul..... | 68 | 7 15 | ... | 8 55 | ... | 10 50 | ... | ... | 6 20 | ... | ... | ... | 7 15 | ... | ... | ... | ... | ... | ... |

f Stop on Signal

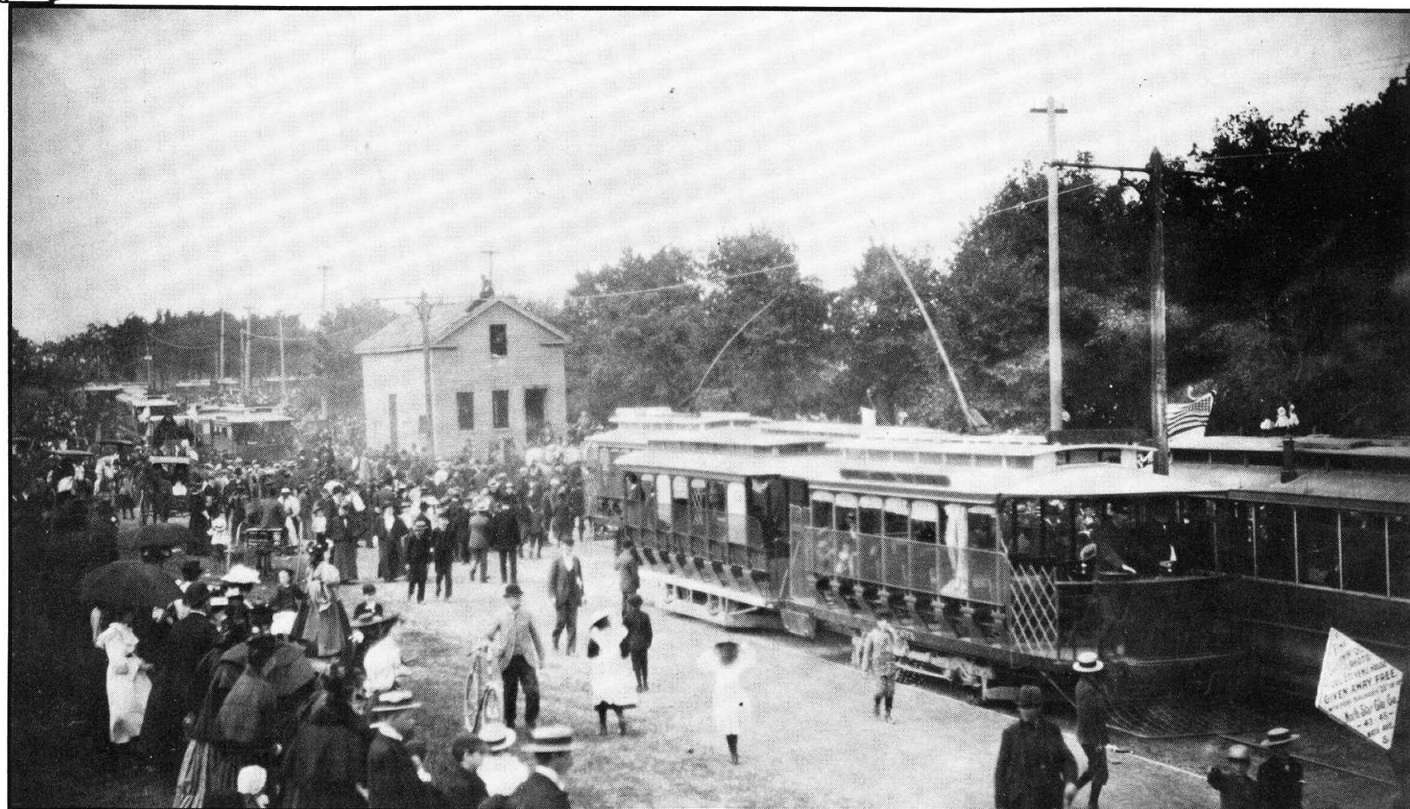
Opposite Page Top: OBSCURE DEPOTS ON PARADE-The message on this 1907 postcard reads, "I thought I would show you our new train". Since the track had been around since 1869, this must refer to the new Weischelbaum depot, on the Milwaukee's Hastings & Dakota line near Lakeville, probably at Lake Marion. Aaron Isaacs collection.

Right: This great old action shot is uncaptioned. The Editor guesses that it's on the Great Northern near Granite Falls. Readers are invited to comment. Minnesota Historical Society collection.

Opposite Page Bottom: TIMETABLE SAMPLER: This 1925 timetable shows the Great Northern's suburban service to Lake Minnetonka, including mainline trains to Wayzata and the local to Hutchinson. MTM Collection.

Below: The 36th Street overpass and the southeast shore of Lake Calhoun, sometime early in the century. The peaked building is the Lakewood Cemetary stop. Hennepin County Historical Society collection.





The house of Col. John Stevens was built in 1850, one of the first in Minneapolis. In an early bit of historic preservation, it was moved in 1896 to its present site across from the Minnehaha Depot. Amid much celebration, it is shown entering Minnehaha Park behind a team of horses. Hennepin County Historical Society collection.

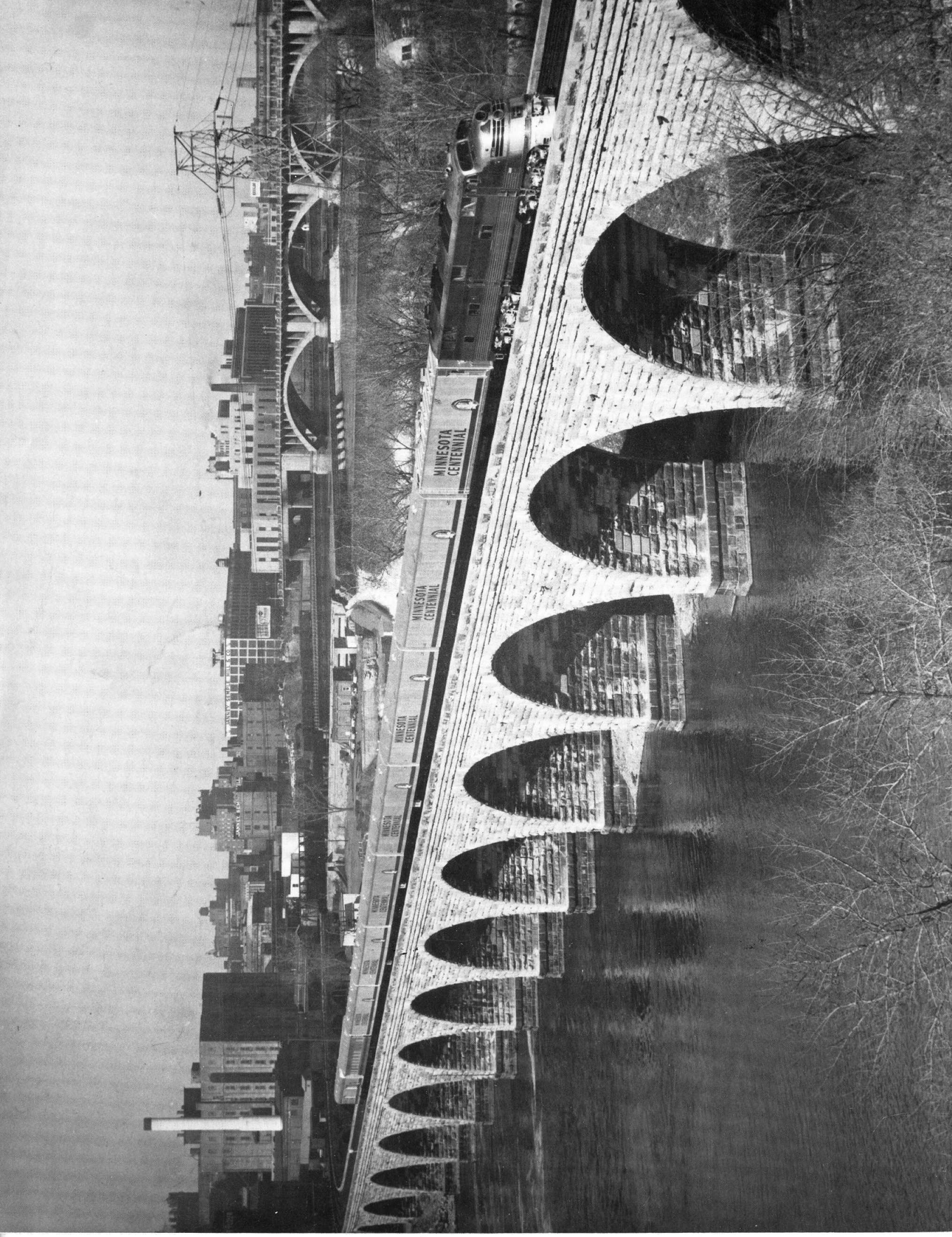
Northern Pacific mike #1543 is headed for Northtown as it approaches the 22nd Avenue NE grade crossing next to Bottineau Field in 1952. Russ Porter photo. Ray Norton collection.



Inside Rear Cover: The radical new Hiawatha skytop lounge car on display at the Milwaukee Depot, May 27, 1948. Minneapolis Star-Journal photo, Minnesota Historical Society collection.

Rear Cover: In 1958 the Minnesota Centennial Train toured the state with historical exhibits. Minneapolis Public Library collection.







MINNESOTA STREETCAR MUSEUM

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Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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